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C L A I M S

1.- An adjustable set of pedals for a motor vehicle, the set of pedals comprising: a first pedal (8) for braking
5 of the motor vehicle; a second pedal (7) for acceleration of the motor vehicle itself; means for supporting (5) said first and second pedal (8, 7); and an adjustment device (9) for controlling selectively the position of said supporting means (5) with respect to a
10 frame (2) of the motor vehicle; and being characterized in that the adjustment device (9) comprises a crank mechanism (16) set between the supporting means (5) and the frame (2).

15 2.- The adjustable set of pedals according to Claim 1, in which the adjustment device (9) further comprises a first guide (3) extending in a first given direction (4); the supporting means (5) being mobile along the first guide (3).

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3.- The adjustable set of pedals according to Claim 2, in which the first guide (3) comprises a first screw mounted so that it can rotate about a first longitudinal axis (3a); the supporting means (5) being coupled to the
25 first screw itself via a first external-thread/internal-thread coupling.

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4.- The adjustable set of pedals according to Claim 2 or Claim 3, in which the adjustment device (9) further comprises: a second guide (24) extending in a second direction (25) substantially transverse to the first direction (4); and a slide (23), mounted so that it can
5 slide along the second guide (24) under the action of the thrust of the crank mechanism (16).

5.- The adjustable set of pedals according to Claim 4,
10 in which the crank mechanism (16) comprises: a connecting rod (19) set between the supporting means (5) and the slide (23); and a crank (17) set between said frame (2) and the connecting rod (19) itself.

15 6.- The adjustable set of pedals according to Claim 4 or Claim 5, in which the supporting means (5) are mobile under the action of the thrust of said crank mechanism (16) between a first end position and a second end position; thrust means (51) being provided for
20 displacing the supporting means (5) into, and normally maintaining them in, one of said first and second end positions.

7.- The adjustable set of pedals according to Claim 6,
25 in which said thrust means (51) are elastic thrust means set between said slide (23) and said crank mechanism (16).

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8.- The adjustable set of pedals according to any one of Claims 2 to 7, in which the adjustment device (9) further comprises: first clamping means (26) for blocking said supporting means (5) along said first guide (3); and a first actuator device (29) for actuating the first clamping means (26) between a first position of clamping of the supporting means (5) along the first guide (3) and a first position of release.

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9.- The adjustable set of pedals according to Claim 8, in which the first clamping means (26) comprise a plurality of first clamping members (27) carried by said supporting means (5), distributed around said first guide (3), and mobile away from and towards the first guide (3) itself, and the first actuator device (29) comprises first actuator means (31, 37) for displacing the first clamping members (27) from the first position of clamping to the first position of release, and second actuator means (35) for displacing the first clamping members (27) from the first position of release to the first clamping position.

10.- The adjustable set of pedals according to Claim 8 or Claim 9 and further comprising a control rod (14) substantially parallel to said first direction (4), slidably engaged through said first pedal (8), and

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connectable with the first pedal (8) itself for actuating a braking device (15) of the motor vehicle; second clamping means (40) being provided for blocking the first pedal (8) along said control rod (14), and a
5 second actuator device (45) being designed to actuate the second clamping means (40) between a second position of clamping of the first pedal (8) along the control rod (14) and a second position of release.

10 11.- The adjustable set of pedals according to Claim 10, in which the second clamping means (40) comprise a plurality of second clamping members (41) carried by the first pedal (8), distributed around the control rod (14), and mobile away from and towards the control rod
15 (14) itself, and the second actuator device (45) comprises third actuator means (46, 49) for displacing the second clamping members (41) from the second position of clamping to the second position of release, and fourth actuator means (48) for displacing the second
20 clamping members (41) from the second position of release to the second clamping position.

12.- The adjustable set of pedals according to Claim 10 or Claim 11, in which the first pedal (8) is rotatably
25 mounted on said supporting means (5) for oscillating about a given axis of fulcrum (11); third clamping means (52) being provided for blocking angularly the first

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pedal (8) about said axis of fulcrum (11), and a third actuator device (39) being designed to actuate the third clamping means (52) between a third position of clamping of the first pedal (8) about said axis of fulcrum (11) and a third position of release.

13.- The adjustable set of pedals according to Claim 12, in which said first, second, and third actuator devices (29, 45, 39) are connected together for displacing the third clamping means (52) into the corresponding clamping position, when the first and the second clamping means (26, 40) are displaced into their corresponding positions of release, and into the corresponding position of release when the first and the second clamping means (26, 40) are displaced into their corresponding clamping positions.

14.- The adjustable set of pedals according to any one of Claims 2 to 13, in which the first direction (4) is a substantially rectilinear direction.

15.- The adjustable set of pedals according to any one of Claims 1 to 9 and further comprising a control rod (14) designed to actuate a braking device (15) of the motor vehicle and comprising, in turn, a second screw mounted so that it can rotate about a second longitudinal axis (14a); the first pedal (8) being

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coupled to the second screw via a second external-thread/internal-thread coupling.